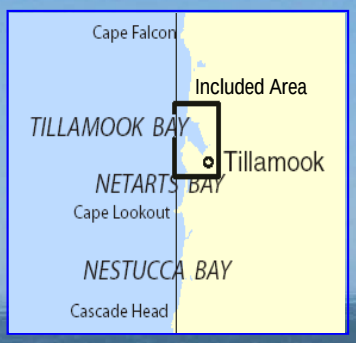
BookletChart™

Tillamook Bay

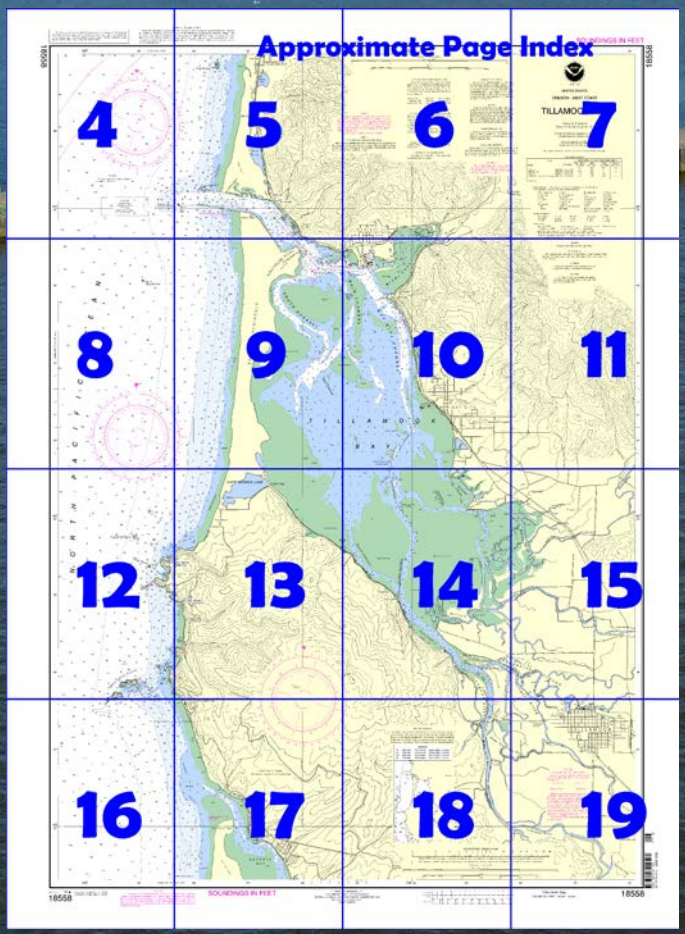
NOAA Chart 18558

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

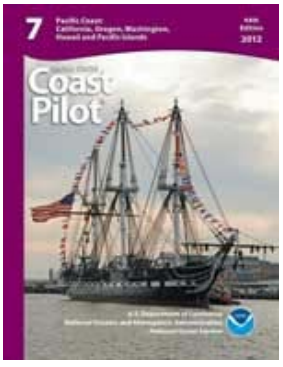
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18558.



(Selected Excerpts from Coast Pilot)
Cape Meares, 48 miles N of Yaquina Head, is high and rocky, with a 2-mile-long seaward face. The N part is the higher, with nearly vertical cliffs 640 feet high. The W point is narrow and terminates seaward in a cliff 200 feet high.
Three Arch Rocks are the largest of a cluster extending 350 yards off the S point of the cape. They range in height from 204 to 275 feet. The largest arch is in the middle of the lowest rock, and is about half the height of the rock above water. These rocks are the favorite resort of sea lions, whose barking can be heard a considerable distance with a favorable wind.
Cape Meares Light (45°29'11"N., 123°58'42"W.) is shown from a 17-foot white masonry building on the summit of the cliff.
Pillar Rock, 75 feet high, is 0.2 mile NW of Cape Meares Light, and 0.4 mile farther NW is **Pyramid Rock**, 110 feet high, which leans seaward. A submerged rock covered 34 feet, lies 0.4 mile NW of Pyramid Rock.
From Cape Meares to Kincheloe Point, the coast is a low sandspit, with dunes 40 to 50 feet high. It forms the W shore of Tillamook Bay. A sand dike prevents a breakthrough N of Cape Meares, at **Pitcher Point**.
Tillamook Bay entrance is 42 miles S of the Columbia River, 25.5 miles S of Tillamook Rock, and 5.7 miles N of Cape Meares Light. The bay has a tidal area of about 13 square miles, most of which, at low tide, presents a succession of sand and mud flats. There is no commercial traffic in the bay except for fishing boats and pleasure craft.
Kincheloe Point is low and sandy and appears to be an island from a distance to the N. The N side of the entrance is the termination of a high wooded ridge extending between the bay and Nehalem River. **Green Hill**, opposite Kincheloe Point, is a 400-foot spur that terminates in a bluff rounded point. The prominent hill is covered by ferns, grass, and dense brush with trees on top.
Tillamook Bay Coast Guard Station is on the N shore W of Garibaldi. A lookout tower is near the intersection of the N entrance jetty and the shore.
The entrance to Tillamook Bay is protected by jetties. The N jetty extends about 600 yards offshore; the westernmost 150 yards of the jetty is submerged. The S jetty extends 1000 yards offshore with the westernmost 100 yards submerged. Extreme caution should be taken in the vicinity of the jetties. A **Federal project** provides for an 18-foot entrance channel that crosses the bar and leads eastward between the jetties through the N part of Tillamook Bay to an inactive turning basin just W of Miami Cove. An access channel leads to a 12-foot small boat basin at the town of Garibaldi.
A lighted whistle buoy is 1.35 miles about SSW of the seaward end of the N jetty. The N jetty is marked by a light and seasonal sound signal.
The main approach to Tillamook Bay is from the S. There is a leading light marking the center of the jetties which signals when the mariner is clear of the S jetty and safe to make the approach into the bay. Mariners should use caution while making the approach to the jetties due to frequent shoaling and heavy breakers in the vicinity of the approach channel. The entrance and channel to Garibaldi is marked by buoys and lights. Caution is advised during periods of heavy seas.
Several visible and covered rocks are on the N side of the dredged channel. **Sow and Pigs**, across the channel from Kincheloe Point and nearly 500 yards off the N shore, is a rocky ledge that uncovers 1 to 6 feet. The ledge is dangerous when entering with a flood current, as the current sets toward it.
Currents.–The current velocity is 3 knots in the entrance to Tillamook Bay.
S of Garibaldi, unmarked **Bay City Channel** follows the E side of Tillamook Bay to the S end where it continues through narrow and crooked **Hoquarten Slough** to Tillamook, 11 miles above Tillamook Bay entrance. The channel has a depth of about 6 feet to Bay City, 4.4 miles above Tillamook Bay entrance, but S of this point depths are less than 3 feet to Tillamook.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

Corrected through NM Sep. 22/12
Corrected through LNM Sep. 11/12

CAUTION

The entrance channel is subject to frequent changes.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Mercator Projection
Scale 1:20,000 at Lat 45° 31'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Astoria, OR	WNG-697	162.525 MHz
Tillamook, OR	WWF-95	162.475 MHz
Heanaknie, OR	WWF-94	162.425 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.623" southward and 4.471" westward to agree with this chart.

NETARTS BAY ENTRANCE

The channel is subject to continual change.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — —

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

NOTE B

Three Arch Rocks National Wildlife Refuge

Eight Informational/Regulatory buoys are in the vicinity of 3-Arch rocks. The orange and white buoys display the words "AREA CLOSED" & symbol for exclusion area. All buoys are located within 500 feet of the rocks and will be seasonal from 15 April to 15 Sept.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Miami Cove	(45°33'N/123°54'W)	7.4	6.7	1.1
Tillamook	(45°28'N/123°51'W)	6.6	5.9	0.7
Bay City	(45°31'N/123°54'W)	7.1	6.4	1.0
Barview	(45°34'N/123°57'W)	7.5	6.8	1.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jun 2012)

TILLAMOOK BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH MILES	DEPTH MLLW (FEET)
ENTRANCE CHANNEL TO TURNING BASIN	16.0	17.0	15.0	9-12	200	1.0	18

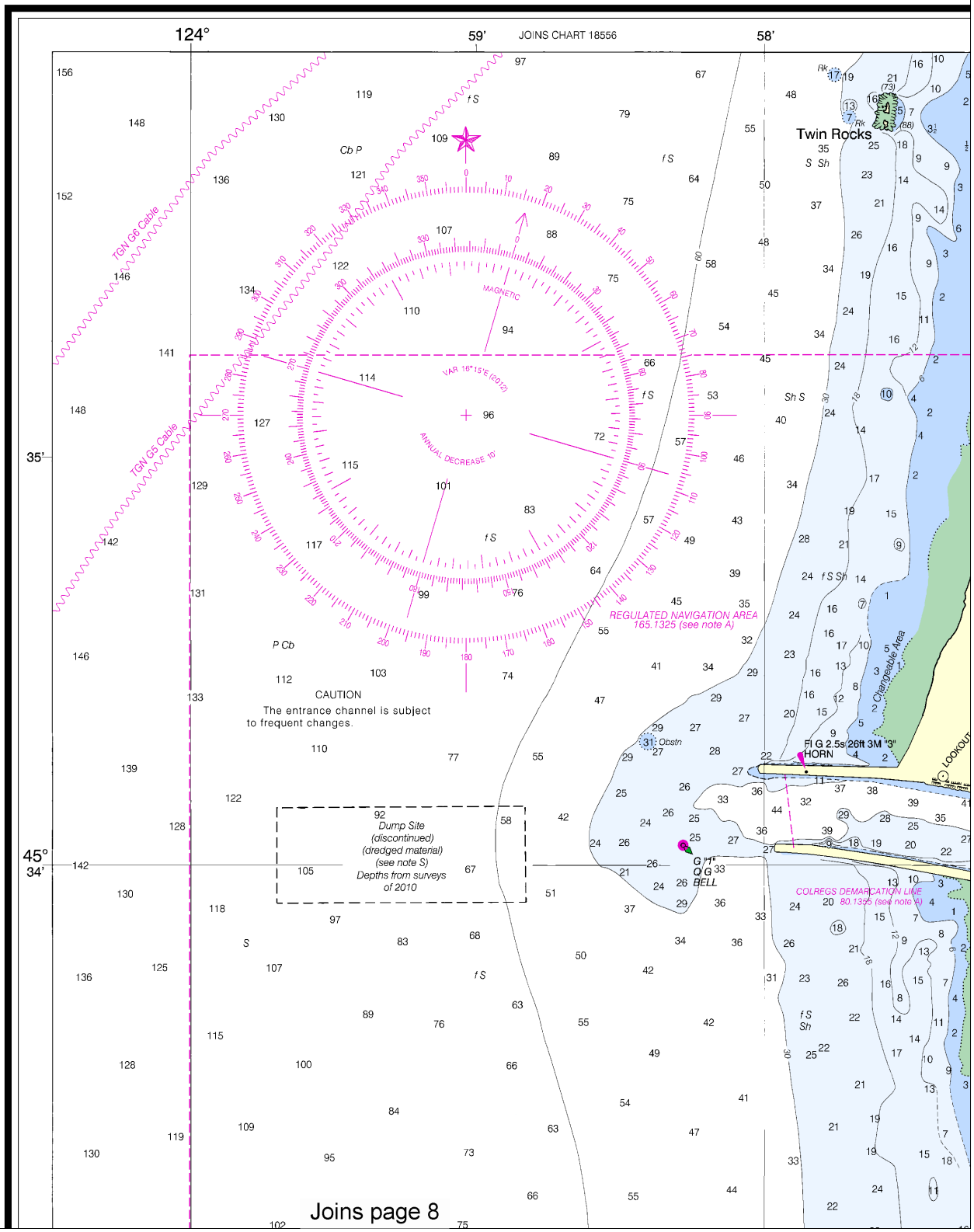
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Marine and critical corrections. Charts are printed when ordered using Print-on-Demand technology. Ne Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart age about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

18558



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

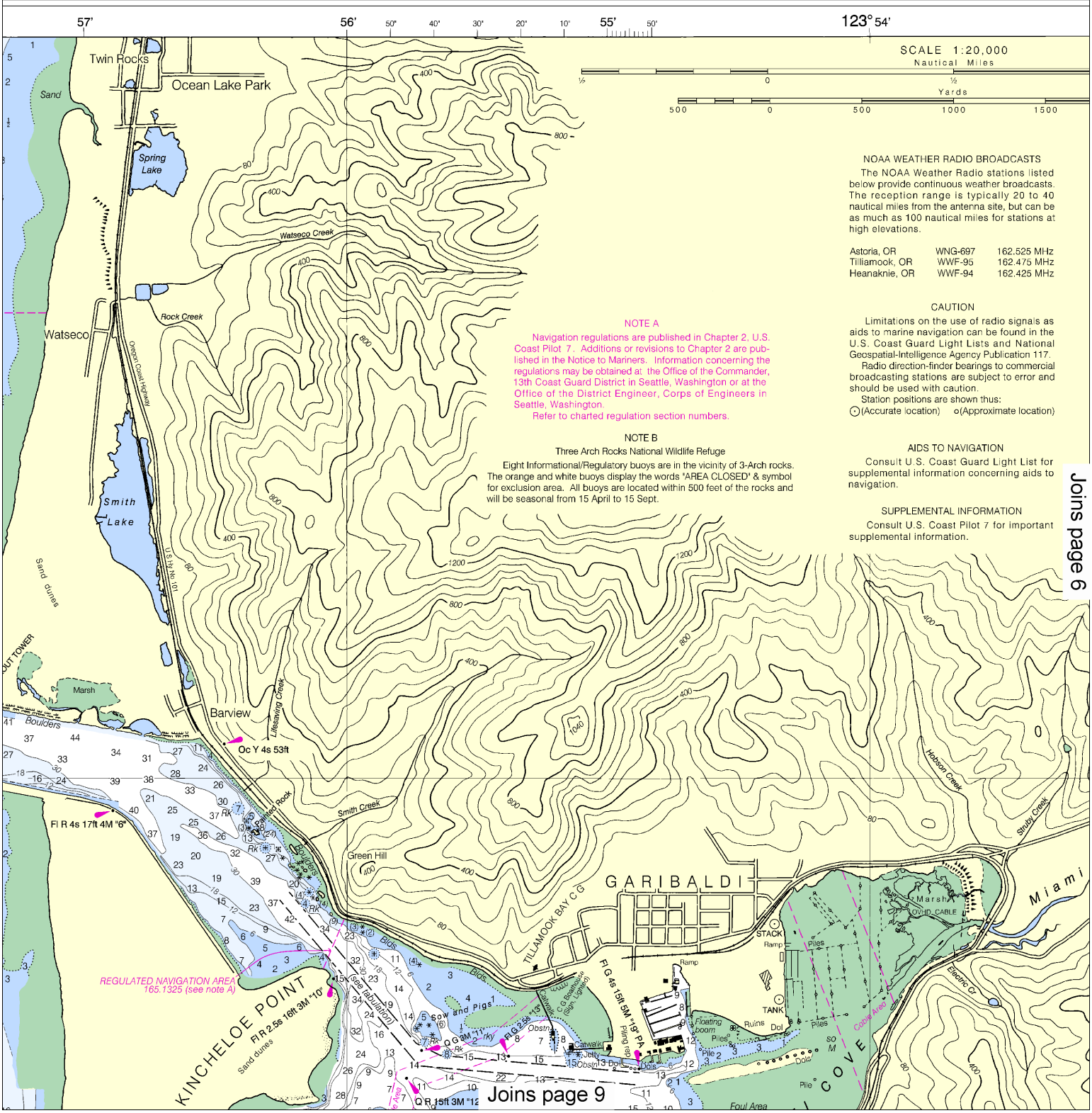
0 1 1 ½

Yards

500 0 500 1000 1500 2000 2500

ners
New
gent
x, or

Formerly C&GS 6112, 1st Ed., June 1892 KAPP 1788



NOAA WEATHER RADIO BROADCASTS

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

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⊙(Accurate location) o(Approximate location)

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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

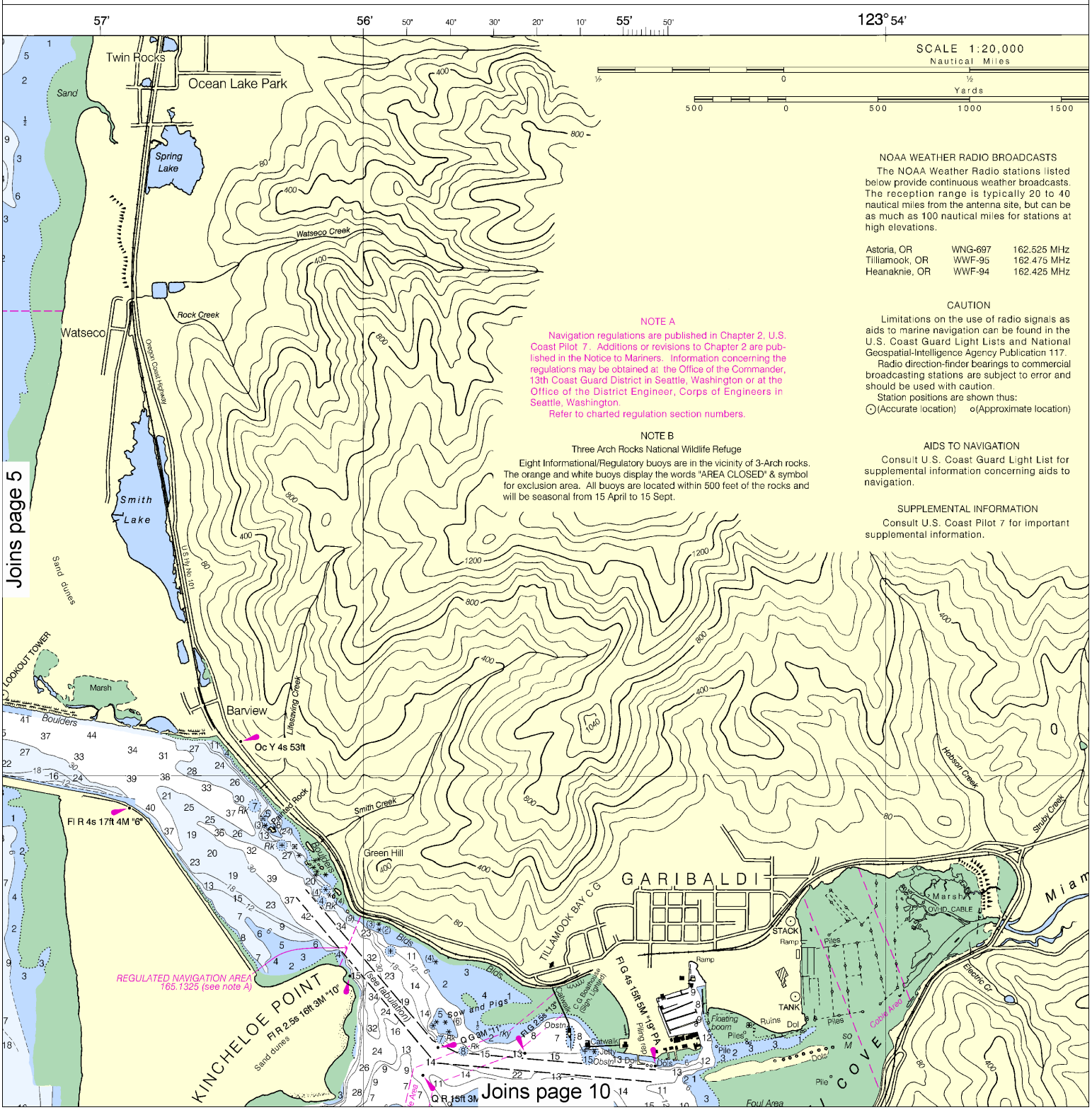
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Mariners
y. New
rt agent
aspx, or

Formerly C&GS 6112, 1st Ed., June 1892 KAPP 1788



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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

SOUNDINGS IN FEET

18558

53' 52' 51' 50'

35'

45° 34'

1 1½

2000 2500

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

OREGON - WEST COAST

TILLAMOOK BAY

Mercator Projection
Scale 1:20,000 at Lat 45° 31'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

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WARNING

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TIDAL INFORMATION

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(Jun 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

HEIGHTS

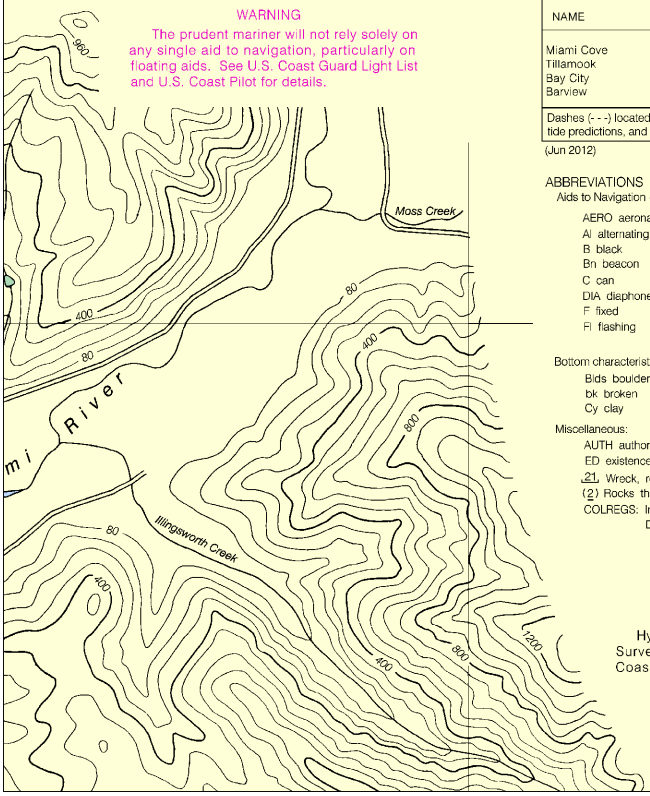
Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

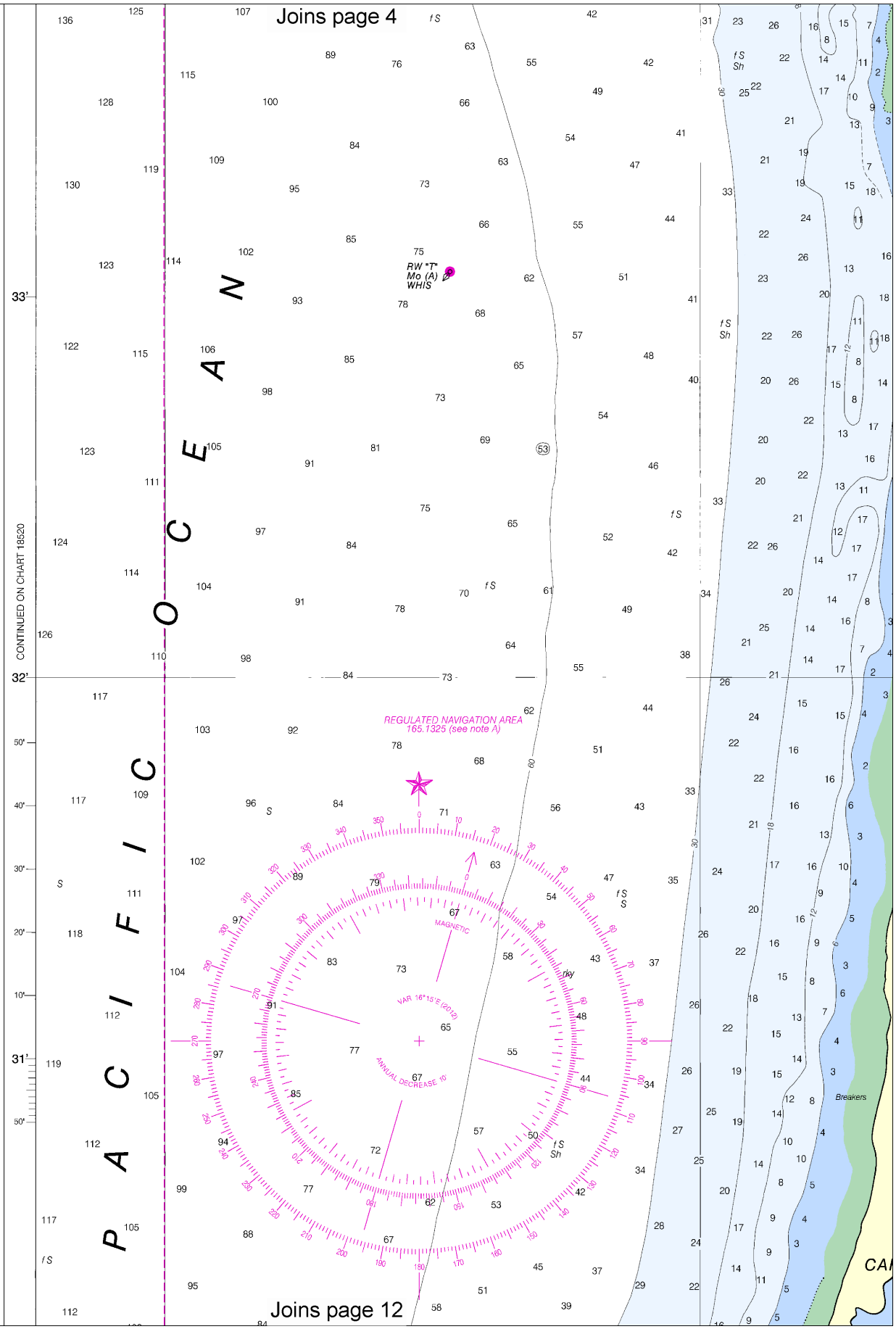
CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.



Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



8

Note: Chart grid lines are aligned with true north.

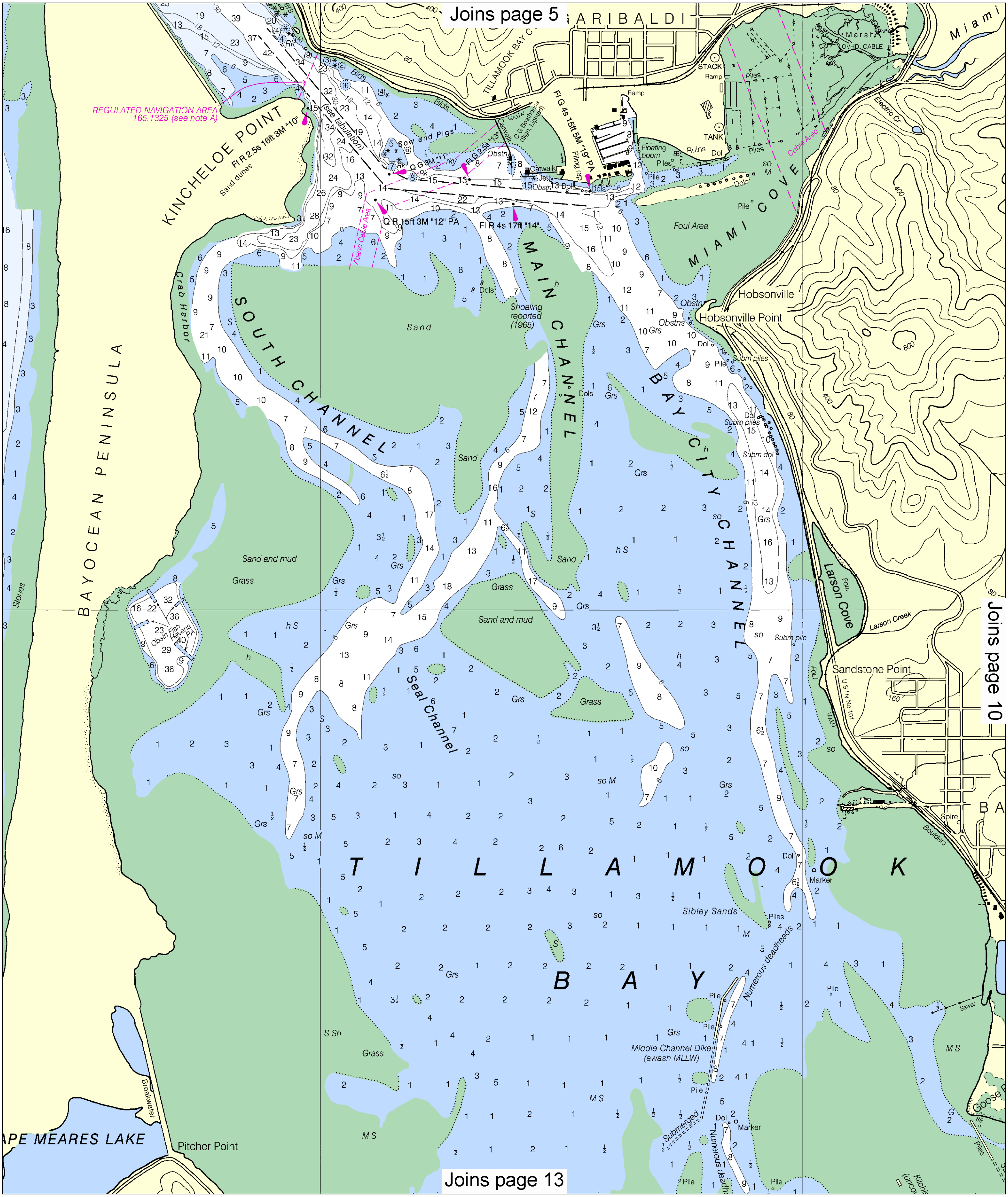
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

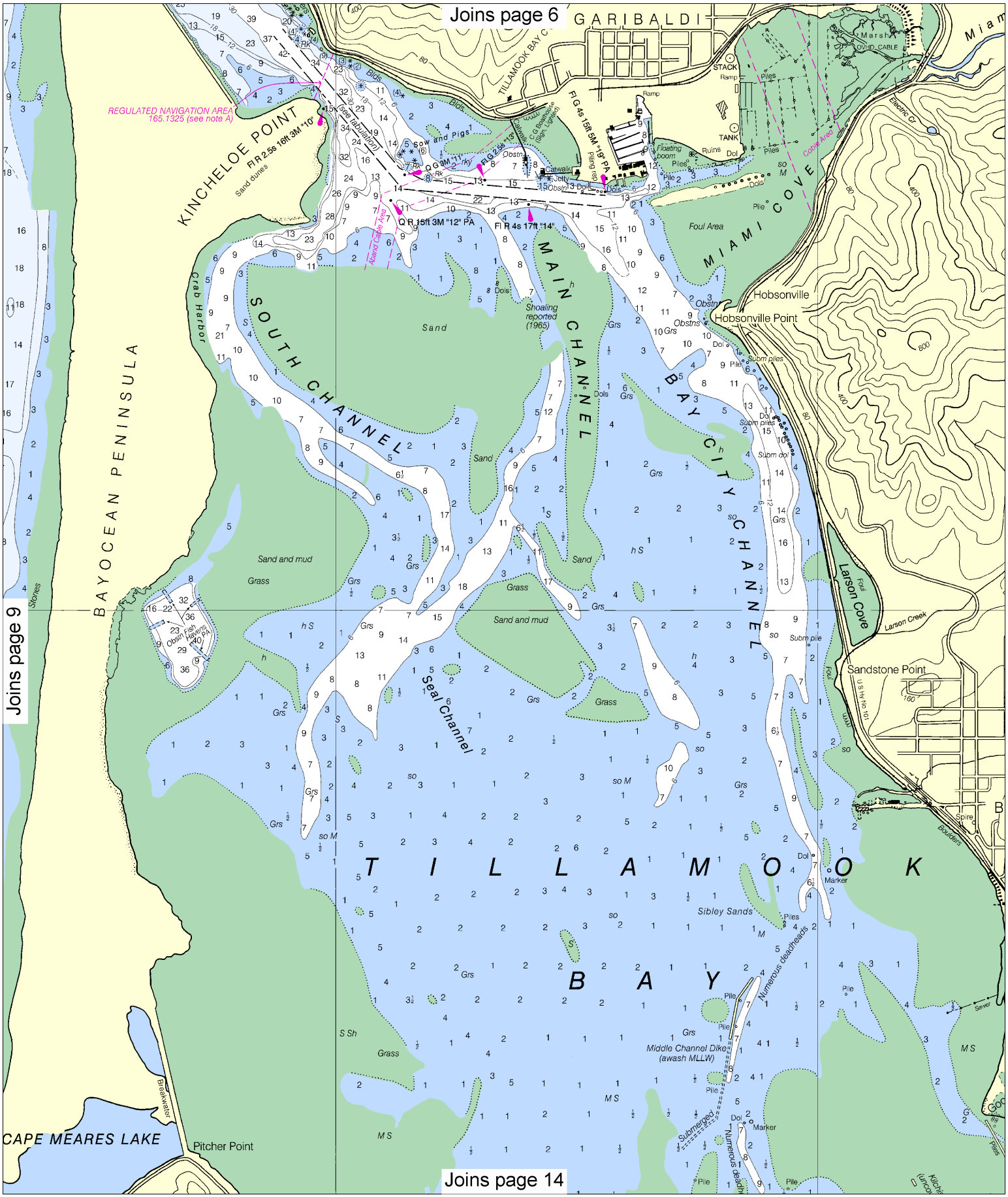
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 5
Joins page 10
Joins page 13
GARIBALDI
Miami
REGULATED NAVIGATION AREA
165.1325 (see note A)
KINCHELOE POINT
Fl R 2.5s 16ft 3M "10"
Sand dunes
Sow and Pigs
Q G 3M "11"
Fl G 2.5s "13"
C G Boathouse (Sign, Lighted)
Fl G 4s 15ft 5M "19" PA
Q R 15ft 3M "12" PA
Fl R 4s 17ft "14"
Catwalk
Jetty
STACK
TANK
Ramp
Ruins
Floating boom
Piles
Marsh
OVHD CABLE
Electric Cr
Cable Area
Foul Area
MIAMI COVE
Hobsonville
Hobsonville Point
Subm piles
Subm dol
Shoaling reported (1965)
Crab Harbor
SOUTH CHANNEL
MAIN CHANNEL
BAY CITY CHANNEL
Seal Channel
Sand
Sand and mud
Grass
Fish Havens
BAYOCEAN PENINSULA
Stones
Larson Cove
Larson Creek
Sandstone Point
U S Hy No 101
Spire
Boulders
TILLAMOOK BAY
Sibley Sands
Numerous deadheads
Middle Channel Dike (awash MLLW)
Submerged
Marker
Sewer
Goose P
CAPE MEARES LAKE
Breakwater
Pitcher Point



10

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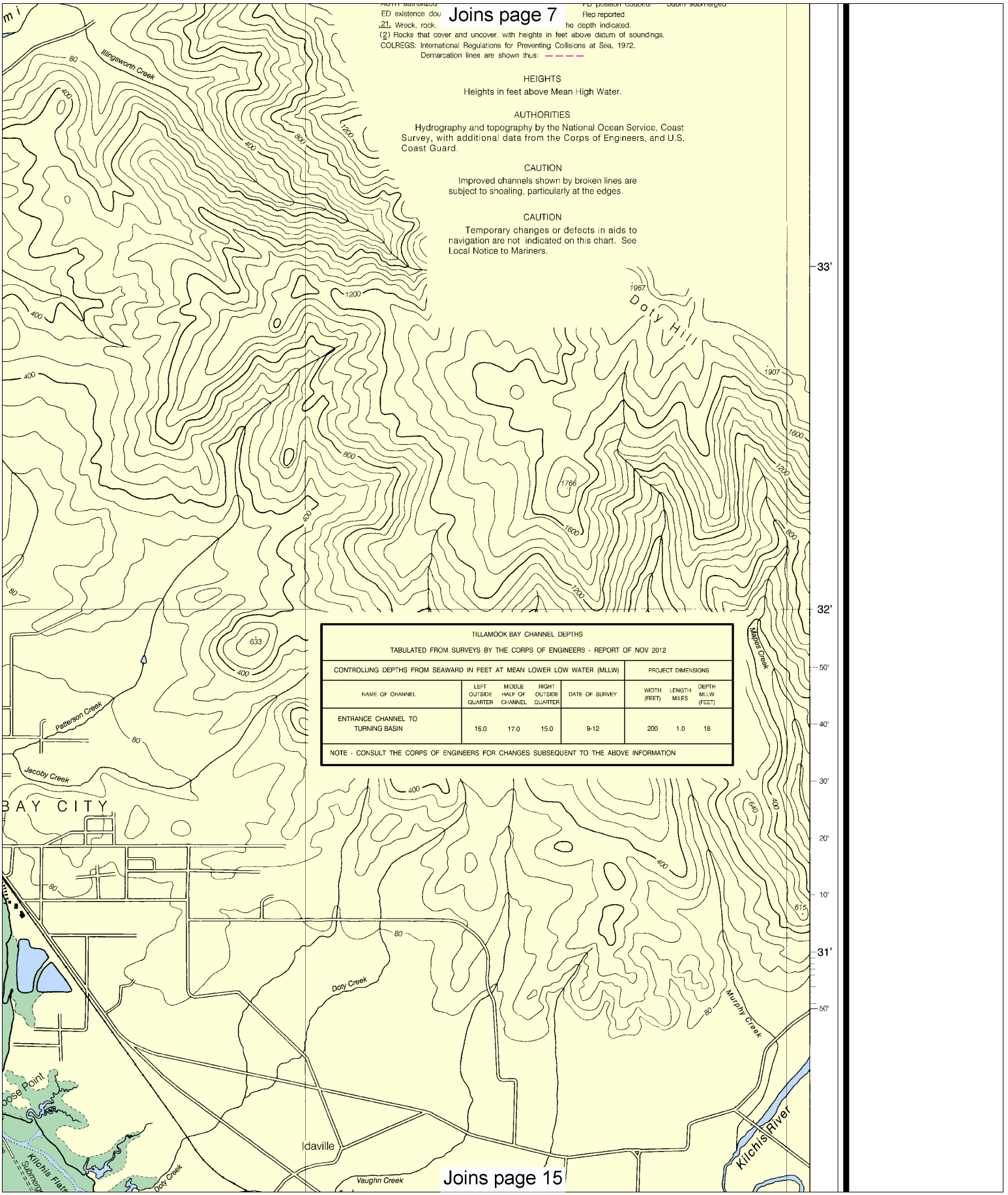
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500

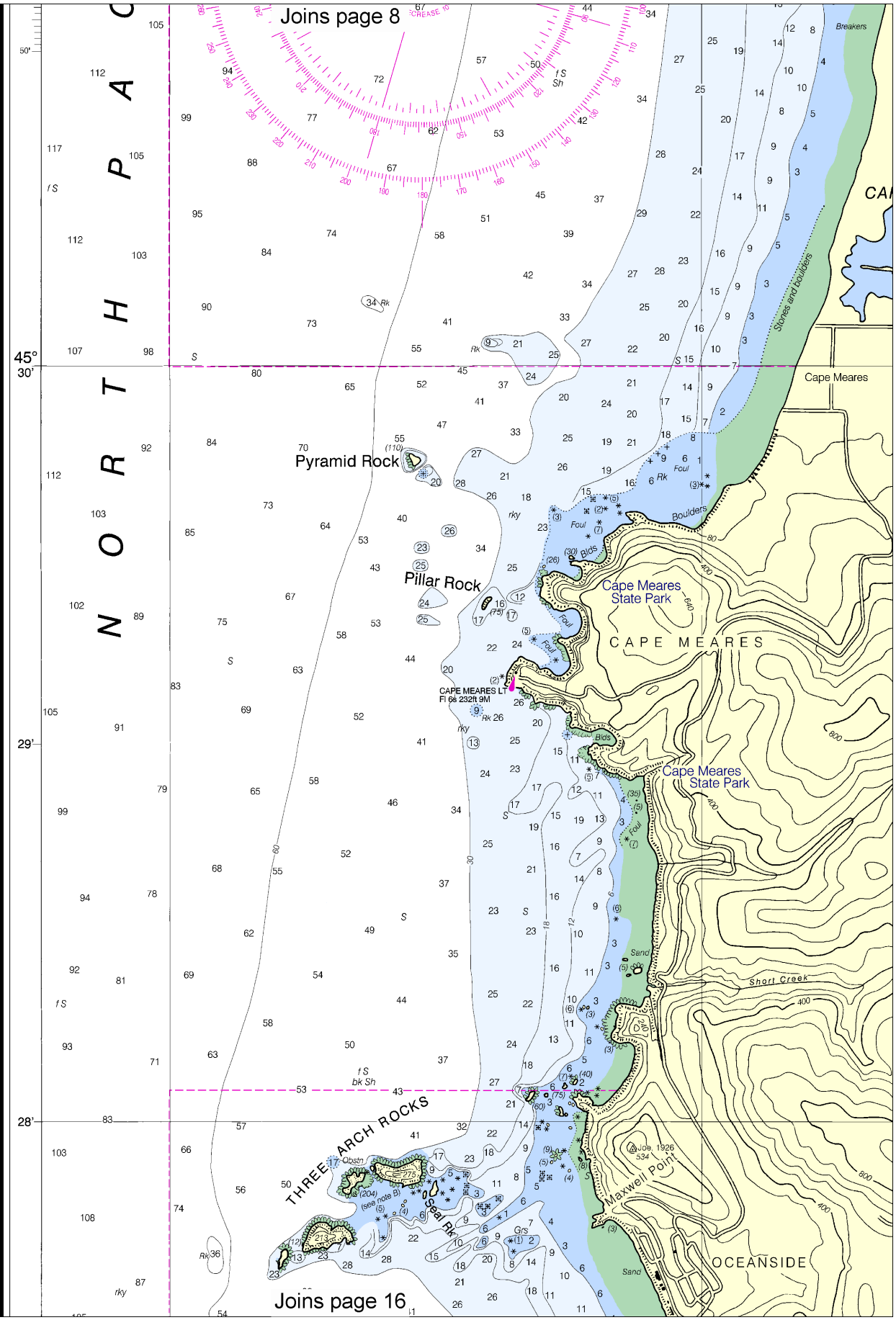


TILLAMOOK BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH MILES	DEPTH MLLW (FEET)
ENTRANCE CHANNEL TO TURNING BASIN	16.0	17.0	15.0	9-12	200	1.0	18

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



12

Note: Chart grid lines are aligned with true north.

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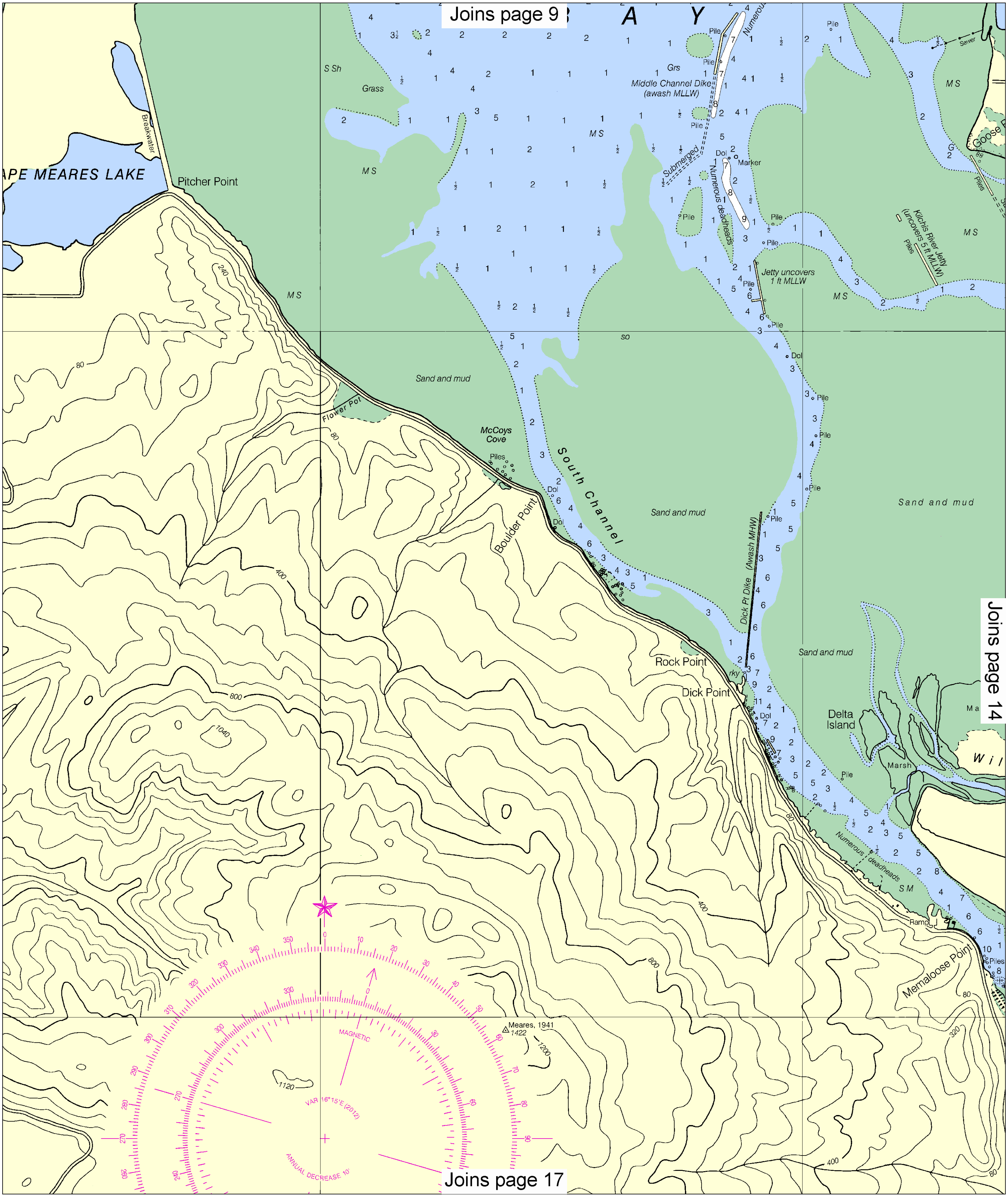
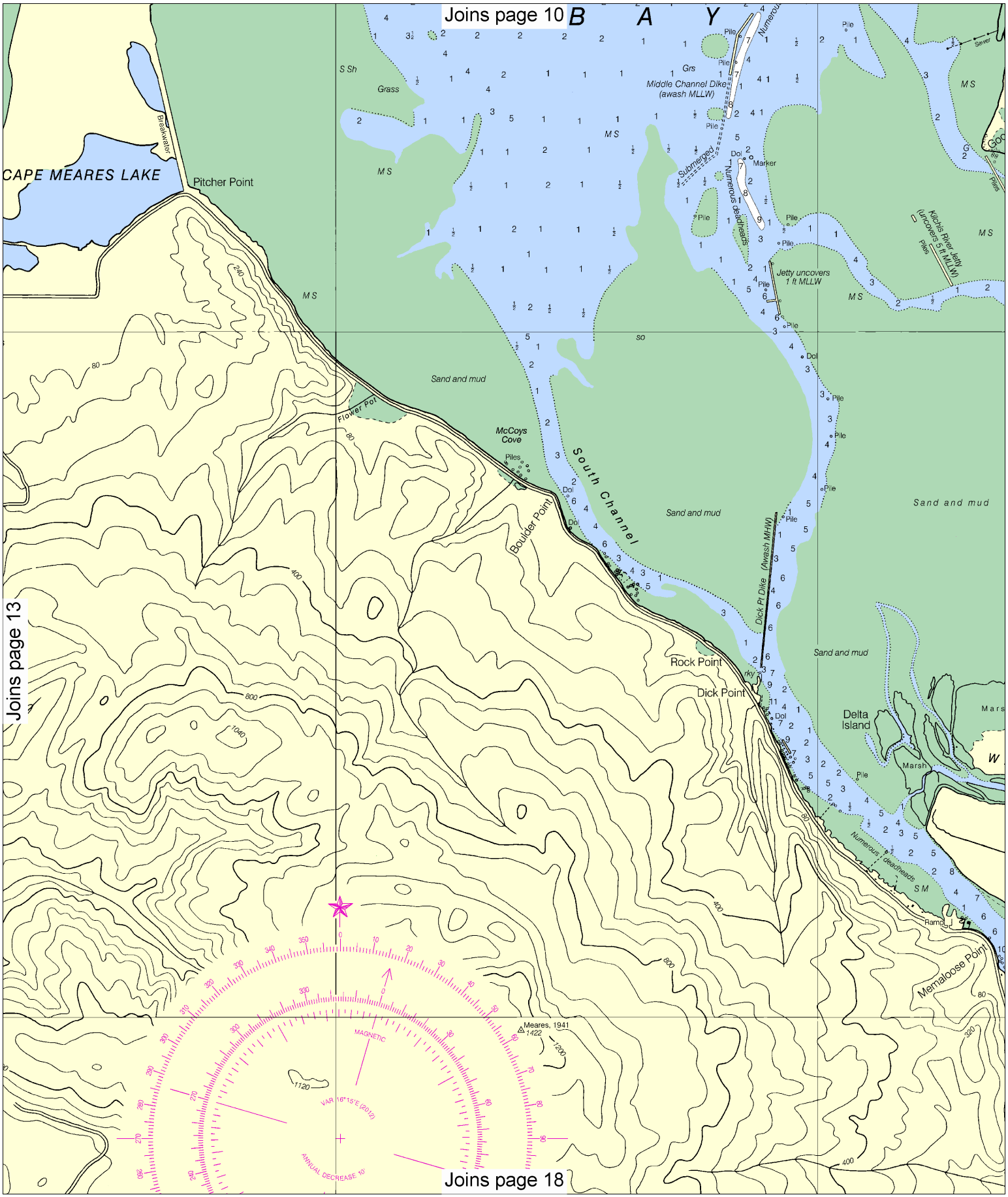
Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 9
Joins page 14
Joins page 17
CAPE MEARES LAKE
Breakwater
Pitcher Point
Grass
S Sh
M S
Grs
Middle Channel Dike
(awash MLLW)
Submerged
Numerous deadheads
Marker
Pile
Dol
Kilchis River Jetty
(uncovers 5 ft MLLW)
Piles
Jetty uncovers
1 ft MLLW
Sewer
Goose
Sand and mud
Flower Pot
McCoys
Cove
South Channel
Boulder Point
Dick Pt Dike (Awash MHW)
Rock Point
Dick Point
Delta
Island
Marsh
Numerous deadheads
S M
Ramp
Memaloose Point
Meares, 1941
1422
MAGNETIC
VAR 16°15'E (2012)
ANNUAL DECREASE 10'



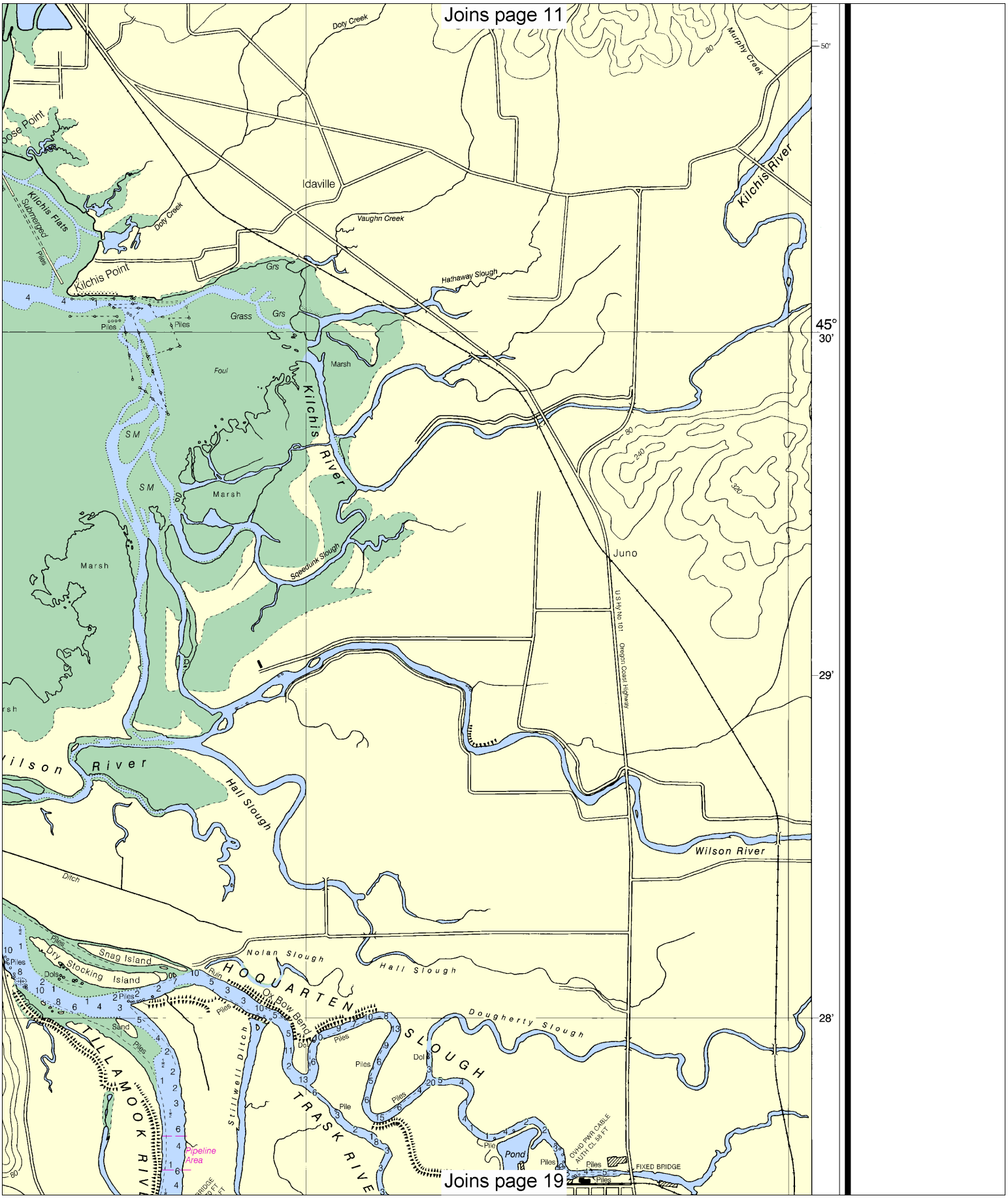
14

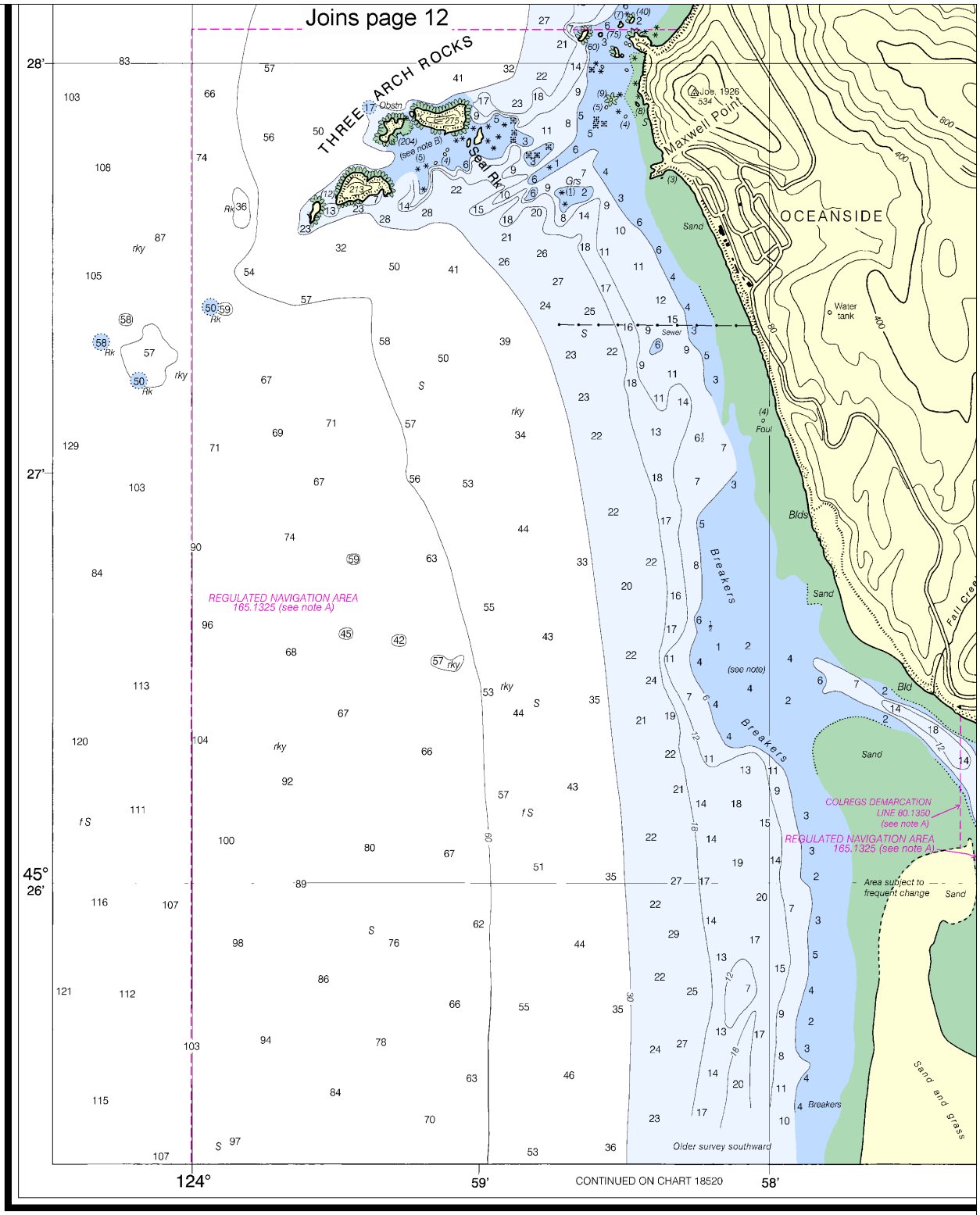
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 11
Dotty Creek
Murphy Creek
Idaville
Kilchis River
Vaughn Creek
Kilchis Flats
Submerged Piles
Kilchis Point
Hathaway Slough
Grs
Grass
Piles
Foul
Marsh
SM
Juno
Speedunk Slough
U.S Hy No 101
Oregon Coast Highway
45° 30'
29'
28'
Wilson River
Hall Slough
Ditch
Snag Island
Dry Stocking Island
Nolan Slough
HOQUARTEN SLOUGH
Dougherty Slough
Ox Bow Bend
Stillwell Ditch
TRASK RIVER
TILLAMOOK RIVER
Pipeline Area
Pile
Pond
OVHD PWR CABLE AUTH CL 58 FT
FIXED BRIDGE
Joins page 19



39th Ed., Sep. / 12 ■ Corrected through NM Sep. 22/12
Corrected through LNM Sep. 11/12

18558

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUND

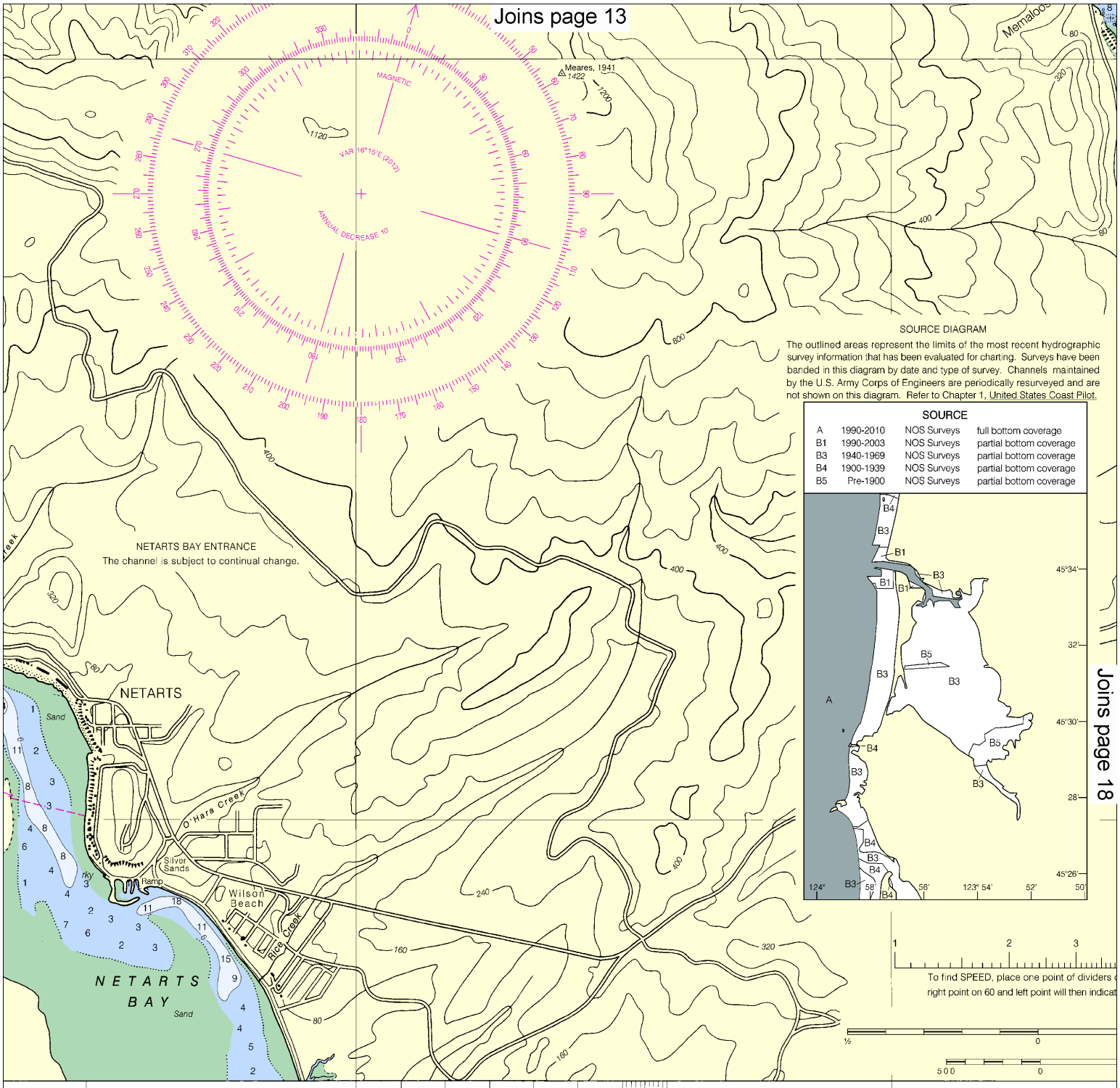
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500

Joins page 13



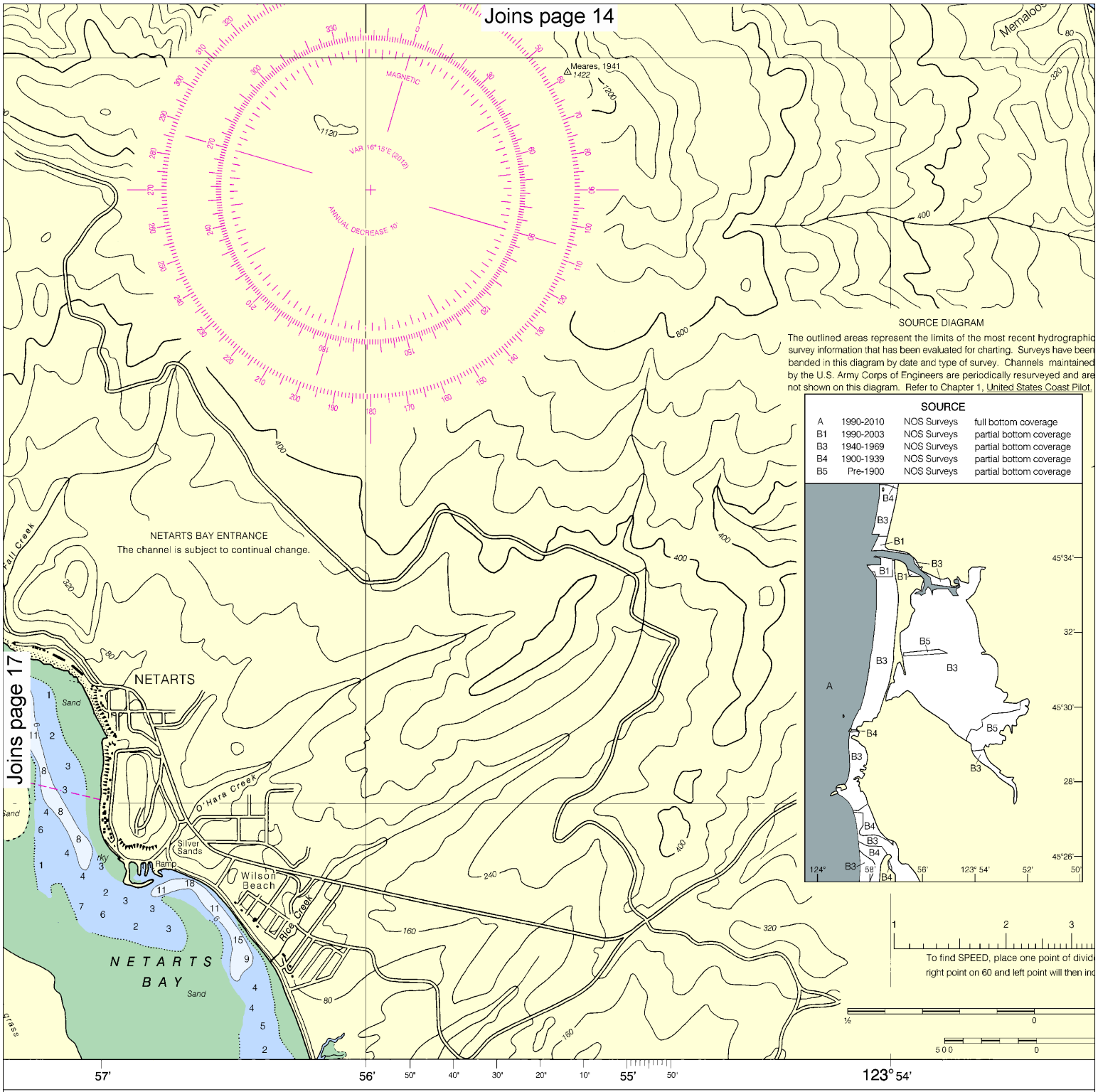
Joins page 18

INGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

Joins page 14



Joins page 17

DINGS IN FEET

Published at Washington, D.C.
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

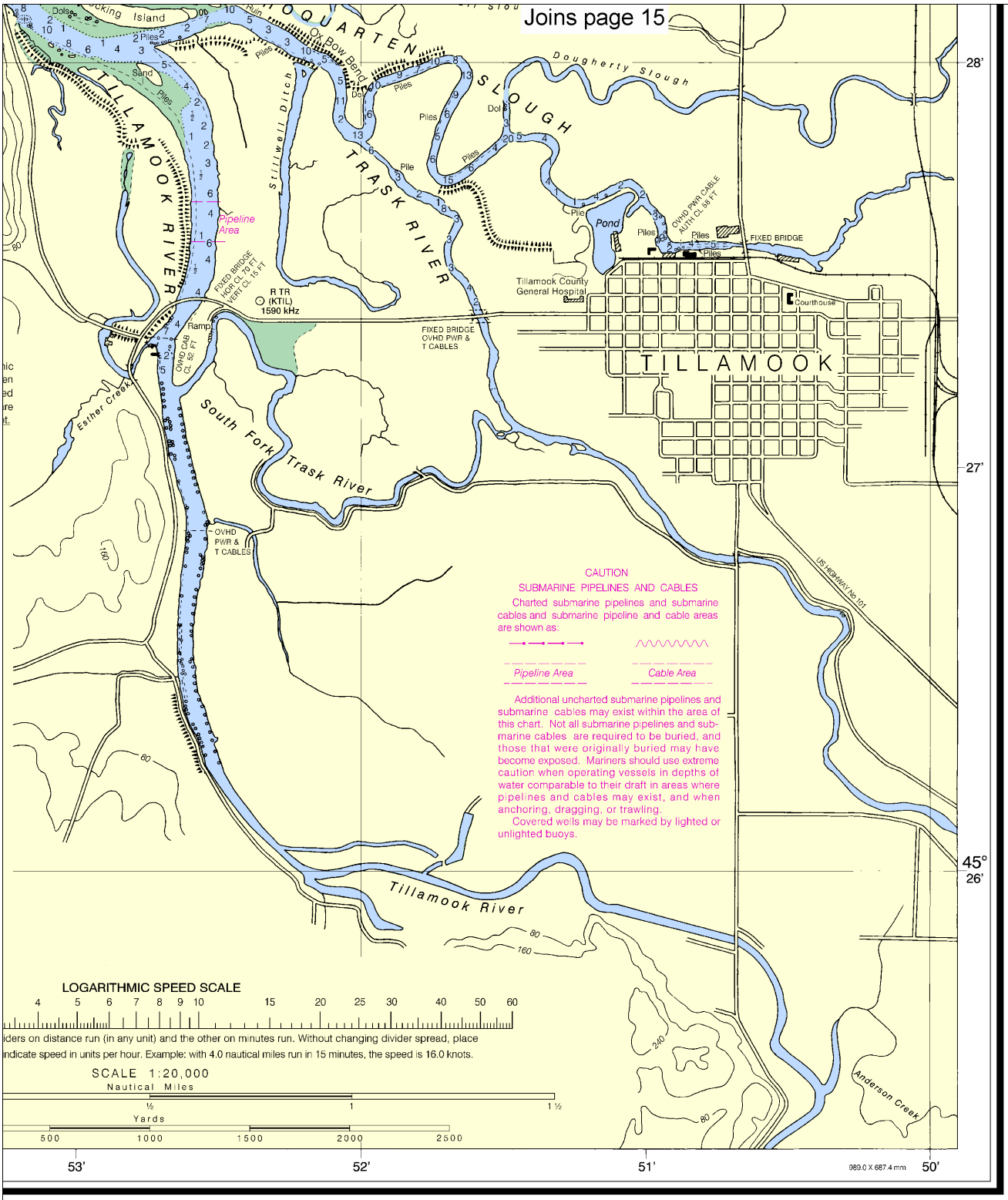
FATHOMS 1 2 3 4
FEET 6 12 18 24
METERS 1 2 3 4 5 6 7 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500



Tillamook Bay

SOUNDINGS IN FEET - SCALE 1:20,000

18558

ED NO. 39

NSN 7642014011634

NGA REFERENCE NO. 18XHA18558

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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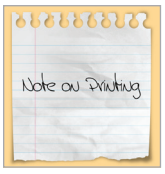

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NOAA's Office of Coast Survey The Nation's Chartmaker